Senate Reading Room

# Edmonton Bulletin.

Vol. XIX. No. 71. EDMONTON, ALBERTA, MONDAY, JULY 5th., 1897. Semi-Weekly, 4 Pages.

## TELEGRAPHIC.

Winnipeg, July 5, '97.

W. H. Lafthorn suicided at Fort William.

The powers have fixed terms of Cretan autonomy.

"Colonel" A. Moore, the well known fur buyer, is dead.

Greece has arranged a loan to meet the war indemnity.

Serious riots of Musselmen are reported from Calcutta.

A terrific and destructive storm is reported from Minnesota.

A locomotive boiler exploded and killed five people at Chicago.

A volcanic eruption in the Phillipines killed over 120 persons.

The Canadian jubilee regiment sailed from Liverpool on Saturday.

Many new and rich discoveries of gold are reported from Rat Portage.

The Canadian jubilee troops were reviewed by Her Majesty at Windsor.

An entente cordiale has been established between Great Britain and Japan.

Riots in Calcutta have been quelled, but more trouble is feared at Bombay.

The United States senate passed reciprocal and retaliatory clauses of tariff.

James Wood, convicted of murder, was sentenced to death at Nelson, B. C.

The Lord Mayor of London entertained the colonial premiers at a banquet.

Turkey informs the powers that she will hold Thessaly by right of conquest.

The United States reduced the duty on white pine lumber to $1 per thousand.

Riddie, of Winnipeg, won the five mile championship at the Chatham bicycle meet.

Over 75,000 men are out of employment by the closing of the Pittsburg, Pa., mills.

Twenty-four printers were dismissed from the government printing bureau at Ottawa.

Oppressive heat was experienced at Chicago and Cleveland. Three deaths are reported.

It is reported that the Transvaal government are endeavoring to get possession of Delagoa Bay.

The native press of India is inciting people to revolt and Turkey is intriguing to the same end.

Robert H. Moore, Chas. W. Beattie and James Carroll were suffocated in a well near Regina on Saturday.

An offensive despatch to Great Britain on the Behring sea question will be submitted to United States congress.

The United States senate have decided to admit New Brunswick lumber free of duty when cut by United States citizens.

A general strike of United States coal miners has been order for July the 4th. Twenty-five thousand men will be involved.

A combination has been formed between the Trans-Atlantic Steamship Compenies and the Trans-Continential Railway to maintain the steerage rates.

## LOCAL.

Train one hour late leaving Red Deer.

Large lots of fur are up for competition to-day.

Parliament prorogued on Wednesday night last, the 30th inst.

The willing workers will meet at All Saints' church on Wednesday evening next at 7.30.

A. McKenzie, Joseph St. Germain, Max Poitras and H. Burbank came in from Peace river this morning.

A meeting of the young ladies' hospital aid society will be held in the town hall tomorrow (Tuesday) at 3 p. m.

Reports from the country state that the crops are looking splendid and the prospects are bright for an abundant harvest.

Owing to the recent rains the gun club contest, which was to be held at the traps on Friday last, was postponed until next Friday.

Fred Brick and A. L. Brick and wife arrived from Peace river this morning and are registered at the Alberta. They brought in a large lot of fur with them.

The last issue of the War Cry contains a well executed cut of Frank Kiel, late of this town but now Lieut. in the provincial Salvation Army headquarters in Winnipeg.

A. B. McCleneghan, of the Calgary branch of the Imperial bank, came in on last train to take the position in the branch here made vacant by the removal of Mr. Bridges to Calgary.

The fourth elocutionary contest for a silver medal, under the auspices of the local lodge of the I. O. G. T., will be held in the Saddlery Co.'s hall on the evening of Tuesday, the 13th inst.

W. Clark, A. H. Anthony, D. Stewart, John S. Edmonton and Ernest George left this afternoon for the north, via. Athabasca Landing, where they will be joined by Rev. T. J. Marsh and several other parties who are going down the Athabasca at the same time.

The heat of the last week combined with the rains which followed caused another rise in the water of the river here. Fortunately the rise was not sufficient to cause any great inconvenience. The ferries were prevented from running yesterday but are now again in operation. The water came six feet above its usual mark.

H. Vizina, of Horse Hills, was burnt out last week and lost all his stables and outbuildings, several pigs and 300 bushels of grain. The total loss sustained by him was nearly $800. The fire originated from a small fire which Vizina had to boil feed for his stock which set fire to one of the stables and from that the other buildings caught. There was no insurance.

E. Shehpard leaves to morrow morning for the old country where he has secured a splendid position as traveller for a large wholesale house in Scotland for which his uncle is head travelling representative. The position which he leaves Edmonton to accept is an unusually good one and the future prospects offer a splendid chance of success. Mr. Sheppard's departure will be regretted by many friends, who, however, will join in congratulations on his deserved success.

The Toronto Daily Mail of the 20th June in its report of the closing examination at the Ladies' Presbyterian College there, mentions the splendid showing made by Miss Alice McDougall, daughter of Mayor McDougall of this town. In arithmetic, English, composition, dictation and geography Miss McDougall received honorable mention, and in history took first. Miss McDougall is expected home on Thursday.

Albert N. Rose, of the big fur buying firm of Jos. Ullman & Co., is in town in the interests of his firm.

The total rainfall for June, as recorded in the meteorological office here, was 4.05 inches, an unusually heavy fall.

During the month of June the influx of foreigners into Northern Alberta was not nearly as great as for last month. The following is a list of the number and nationalities of the June arrivals, English, 13; Irish 1; Germans, 5; Americans, 20; Other countries, 8; total 47.

The Orangemen of Fort Saskatchewan and South Edmonton are combining to have a fitting celebration of the "Glorious Twelfth" at Fort Saskatchewan on Monday next. A basket pic-nic will be held near the Fort. The police band will supply music and a thoroughly enjoyable time is anticipated.

Messrs. Sigler & Cristal purchased a few days ago from a northern trader a magnificent head of a mountain sheep. The head is a splendid specimen, the horns measuring 18½ inches in circumference at the base and 36 inches in length. When properly mounted the head will command a large price.

At the golf links on Saturday the prizes for the medal play were won as follows. For the ladies Mrs. Cowie, first with 85; Mrs. Kirpatrick second with 90, and Mrs. Cann, third with 99. The gentlemens prizes were won by E. C. Emery, gold, 125; A. Taylor, silver, 127 and A. McNicol, bronze, 143.

Wm. Knibb and the well known old northern trader H. L. Davis, arrived from Vermillion on the Peace river last week. They left their destination on May 28th being a little over a month on the road. The slow travel was caused by the weak condition of Mr. Davis who had to be brought in, as he was last year, on a stretcher.

Mrs. Jean Morris Ellis' lectures on phrenology at Robertson hall on Friday and Saturday evenings, though handicapped by the rainy weather which prevented as large an attendance as the abilities of the lecturer deserved, were nevertheless attended by audiences which if small made up for their numerical deficiencies by the interest displayed. To-night the subject of the discourse is "Love, courtship and marriage" and matchmaking, amusing but not binding, will take place at the close of the lecture. A discourse on Tuesday afternoon, to women only, and another open lecture at night will bring to a close Mrs. Ellis' series of interesting lectures here.

## SOUTH EDMONTON SPORTS.

Dominion day was celebrated in our sister burg accross the river in a truly loyal manner. The day was spent in sports and festivities and a thoroughly enjoyable time was passed by the many people gathered to honor Canada's national day.

The sports and athletic contests which started in the forenoon were closely contested. The following is a brief summary of the events and prize winners:

Three-minute trot, one mile.—Allan's "Bess"; Larose's "Black Nelly." Time, three heats, 3 03, 2.55, 2.48½.

Half Mile Green Trot—Hutton's "Old George"; Scott's "Lady Nett."

Half mile running.—Riviere's "Bryan"; Alanson's "Jock"; McDonald's "Bill." Time, 55 sec.

Cowboy race.—D. Collin's "Brownie"; Clark's "Jimmie."

Pony race—D. Collin's "Brownie"; G. Hutton's "Little Jim."

Then followed a number of squaw races and other inter-aborigine events:

100 yard foot race—K. Sutherland, C. Daniels.

Standing Jump.—S. Richards, 9.04 ft.; Blaine. 8.10 ft.

Putting 14lb shot.—Wm. Howey, T. Richards.

Hop, step and jump.—D. McDonald, T. Richards.

Ermine Skin's band of Indians also assisted by their presence and tom-tom music to enliven the day and also the ensuing night.

## CRICKET.

The cricket match played at Fort Saskatchewan on Dominion Day, between the Edmonton and Fort cricket teams, resulted in a victory for the visiting team by a score of 95. The following is the detailed score and bowling analysis:

EDMONTON.

| | 1st Innings. | 2nd Innings. |
|---|---|---|
| McMahon, | 2 | 6 |
| Hardisty, P. | 1 | 0 |
| Ketchen, | 31 | 35 |
| Hardisty, F. | 3 | 19 |
| Wilson, Dr. | 0 | 0 |
| Aldridge, | 7 | 13 |
| Jellett, | 1 | 21 |
| Edmiston, W. S. | 8 | 1 |
| Purches, | 2 | not out 1 |
| Slocock, | not out 30 | 21 |
| Alanson, J. | 1 | 0 |
| Extras, | 4 | 4 |
| | 90 | 121 |

Bowling analysis, Edmonton, 1st Innings.

| | Overs. | Maidens. | Wickets. | Runs. |
|---|---|---|---|---|
| McMahon, | 26 | 8 | 5 | 37 |
| Hardisty, F. | 15 | 2 | 1 | 26 |
| Aldridge, | 11 | 3 | 3 | 16 |
| 2nd Innings, | | | | |
| McMahon, | 11 | — | 4 | 16 |
| Hardisty, F. | 11 | 1 | 6 | 16 |

FORT SASKATCHEWAN.

| | 1st Innings. | 2nd Innings. |
|---|---|---|
| d'Easum, Rev. | 12 | 10 |
| Braine, | 2 | 2 |
| Pattison, | 6 | not out 12 |
| Graham, | 17 | 0 |
| Adamson, | 21 | 2 |
| Bremner, | 0 | 0 |
| Wooley, | 0 | 4 |
| Blythe, | 0 | 0 |
| Stacey, | 11 | 1 |
| Burke, | 6 | 1 |
| King, | not out 3 | 0 |
| Extras, | 6 | 0 |
| | 84 | 32 |

Bowling analysis, 1st Innings.

| | Overs. | Maidens. | Wickets. | Runs. |
|---|---|---|---|---|
| Braine, | 12 | 2 | 4 | 20 |
| Adamson, | 14 | — | 6 | 36 |
| Burke, | 6 | 1 | — | 15 |
| Wooley, | 2 | — | — | 11 |
| d'Easum, | 3 | — | — | 4 |
| 2nd Innings. | | | | |
| Braine, | 11 | 1 | — | 25 |
| d'Easum, | 15 | 3 | 3 | 35 |
| Adamson, | 7 | — | 2 | 34 |
| Burke, | 11 | 2 | 5 | 21 |

## POLICE COURT.

Three breeds were run in by the mounted police on Thursday night for being drunk and destroying property in a house in the suburbs. They spent the night in the barrack's coop and appeared before the presiding J. P. in the morning when they were fined the costs of the court and ordered to pay for the property they had destroyed.

At the town hall on the 2nd, before G. W. Gairdner, J. P., a jublicated gentleman with pugilistic propensities was fined $1 and costs.

On the 3rd another case of drunk and using profane language was punished by the imposition of a fine of $1 and costs.

## NEW ADVERTISEMENTS.

Lost.

On steamer Northwest on July 1st, a lady's large black silk parasol. Please return to Bulletin office.

## NOTICE!

Notice is hereby given that on the 7th day of August, next, at the hour of 12 o'clock, noon, at the Poplar Lake school house, there will be offered for sale by public auction in accordance with the terms and provisions of the School Ordinance of the Northwest Territories, providing for the sale of lands for arrears of school taxes, the following lands situated in Poplar Lake School District No. 185, N. W. T, Canada:

W. half of Section 1. Township 54, Range 24, west of the Fourth Meridian.

| | |
|---|---|
| Taxes, 1894, | $13 60 |
| Interest to Nov. 30, 1895, | 68 |
| Taxes, 1895, | 16 80 |
| Interest to Nov. 30, 1896, | 1 55 |
| Taxes, 1896, | 16 95 |
| | $49 59 |
| With interest from Nov. 30, 1896, at six per cent. | |
| Taxes, 1897, | $14 72 |

JAMES McDIARMID, Treasurer.

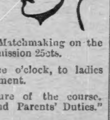
71-76

TO-NIGHT, JULY 5th,

Mrs JEAN MORRIS ELLIS

Will deliver her celebrated Lecture on

LOVE, COURTSHIP & MARRIAGE



From a woman's standpoint. Matchmaking on the stage at close of Lecture. Admission 25cts.

On Tuesday afternoon, at three o'clock, to ladies only. Subject—Dress Improvement.

Tuesday evening—last lecture of the course. Subject—"Children's Rights and Parents' Duties." Admission—collection.

Private examinations given daily in her parlor at the Alberta.

## By-Law No. 141.

A By-Law respecting the cost of certain local improvements made during the current year.

Whereas, under and in pursuance of the provisions of "The Municipal Ordinance," Part 7, Section 5, a petition duly signed, was presented to the Municipal Council of the Municipality of the Town of Edmonton, asking that there be made as a local improvement, a plank sidewalk, six feet wide, with the usual crossings, upon the east side of Namayo Avenue, one of the public streets of the Municipality, from the south-west corner of Lot 32, in Block 3, in River Lot 12, Edmonton, to the north-west corner of Lot 21, in Block 32, in the same River Lot.

And whereas, the said local improvement has been made, the expenditure therefor having been met by means of temporary advances or loans effected in pursuance of "The Municipal Ordinance," Part 7, Section 3, sub-section (d).

And whereas, in order to provide means for the repaying of the said temporary advances or loans, it is now necessary to ascertain what portion, if any, of the cost of the said local improvement, should be borne by the Municipality at large, and what is the probable life of the said local improvement and to provide for the assessment by way of special frontage assessment of the cost or portion of the cost of the said local improvement, upon the lands fronting on the street or place whereon, or wherein the said local improvement has been made, and for the levying of such cost or portion thereof, by a special rate upon such lands, and for regulating the time or times, and manner in which the rates for the said local improvement are to be paid.

Therefore, the Mayor and Council of the Municipality of the Town of Edmonton, in council assembled, enact as follows:

1. The Standing Committee of the Council on Public Works shall forthwith consider the said petition, and the resolutions of the Council passed in respect thereof, and the work actually done in pursuance thereof, and the accounts of the expenditure made therefor, and all the other matters necessary to enable the said committee to make a report to the Council which shall set forth and certify:

(a) The probable lifetime of the said improvement.

(b) The actual cost of the said improvement.

(c) The portion (if any) of the cost to be borne by the Municipality at large.

(d) The portion of the cost to be provided by special frontage assessment.

(e) The frontage of the property upon which the special frontage assessment is to be levied, stated in lineal feet.

(f) The rates of special frontage assessment per foot frontage.

(g) The amount chargeable to each lot or parcel of land assessed according to the rate per foot frontage.

(h) The value of the land chargeable with the special frontage rate (exclusive of all improvements thereon).

2. The Council shall forthwith consider the said report and adopt the same, with such amendments, if any, as they shall deem proper, and thereupon, the several properties affected are hereby declared to be assessed, and the assessor of the Municipality is hereby directed to assess the same in accordance with the terms of the report so adopted.

3. The time and manner of payment of the amount of the assessment, shall be as follows: The amount of the assessment shall be payable in such number of equal consecutive annual payments as shall correspond with the number of years which shall have been certified to be the probable lifetime of the improvement, together with a further equal annual sum, such that the total annual payment shall be sufficient to cover the annual interest on the principal, at the rate of six per cent., payable half yearly, and to form a sinking fund for the payment of the principal, based on a calculation of interest being received thereon at the rate of five per cent. yearly.

4. As soon as the Council shall have appointed a time and place when and where the Council will sit as a Court of Revision for the confirmation of the special frontage assessment so made (which the Council shall forthwith do by resolution) the assessor of the Municipality shall give notice to all parties interested, in pursuance of the Municipal Ordinance, Part 7, Section 10, which notice may be in the form or to the effect of Schedule A. to this By-Law.

Done and passed in Council this 30th day of June, A. D. 1897.

[Sgd] JOHN A. McDOUGALL, Mayor.

[L. S.]

[Sgd] A. G. RANDALL, Clerk.

HUDSON'S BAY COMPANY.

(INCORPORATED 1670)

What the Chinese Think of Tetley's Tea.

啓者小店在覓多利二埠近林馬街開張
已有十餘年耑办各省正地道名茶並
克臣卑公司代办日本四隆印度
各種名茶發客精揀貨色真裝價極
相宜正款馳名遠近 貴客光顧仰祈
留意是荷
忠信號謹啓

TRANSLATION:

"New Westminster,"
"28th Jan. 1897."

"Messrs. Hudson's Bay Company."

"I am very much pleased to be able" "to say that the Tetley's Tea I have" "been buying from you for the past" "two years is meeting with ready sale" "here."

"I know I can always recommend" "it to my customers as the Best" "India and Ceylon Tea in the" "World."

"S'd CHONG SOONG & Co."

Tetley's Tea is fragrant and delicious. It has a flavor which everyone enjoys. It produces when drank a pleasurable, soothing feeling.

It is put up in ½ and 1 lb. lead packets which render the escape of its eminent qualities quite impossible.

40c., 50c., 60c., 70c and $1.00 per lb.

Hudson's Bay Co.

Sole Agents for Manitoba, N. W. T. and British Columbia.

Tea is a specialty with us. We are the largest importers of Tea in this country and therefore in a position to offer best values

WHOLESALE OR RETAIL

In China, India, Ceylon and Japan Teas

Call and get prices.

Best grade Imported Flour, wholesale and retail at the lowest market prices at

HUDSON'S BAY Stores.

:: Bottled Wind ::

GULLINE METAL STITCHED AIR COLLARS.

Made by the GULLINE PNEUMATIC COLLAR Co. GRANBY, QUEBEC.

The strongest, most durable, lightest, coolest, easiest and best fitting Horse Collars on earth. Heavier loads drawn with less exertion than with any other collars. Sure cure for sore necks and shoulders. All collars from the lightest buggy to the heaviest dray, made of the very best leather and tested by a pressure equal to fifteen tons pull, and are so guaranteed. Call and inspect them.

Full stock of Saddles on hand. Light and Heavy Harness, Whips, Sweat Pads, etc.

B. J. COLLINS,

Opposite Ross Bros.

Macdonald's Pharmacy

—FOR—

Pure Insect Powder,
Tanglefoot Sticky Fly Paper,
Fly Poison Pads,
Camphor,
Carbolic Acid,
Chloride of Lime.

D. W. MACDONALD,

CHEMIST & DRUGGIST.

To the Public

Owing to the increase of our business we have enlarged our store and will therefore be enabled to show our complete stock of Ready-made Clothing, Hats and Caps, Boots and Shoes, etc.

Call and see our prices. No trouble to show goods.

Sigler & Cristall

CHEAPSIDE

Next to Macdonald's Drug Store.

The Longest Store

AND THE SHORTEST MAN.

THE....

Biggest Bargains

AT THE SMALLEST PRICE.

A great increase in the size of my store and a vast addition to my stock, with its consequent improvement in facilities for trade, enables me to offer better bargains than before in Hardware, Tinware, Paints and Oils.

If you're after bargains, I'm after you.

JAS. A. STOVEL.

J. WALTER,

Upper Ferry Crossing.

For Buckboards, Wagons, Buggies and Carts of first quality.

Horse-Shoeing and repairing done promptly.

Mining Dredges, Grizzlies, Boats and full Mining Outfits.

TERMS, - - - - CASH.

Fly-Catching

Is an easy matter if you use the right means. One of the best is a sheet of

Sticky Fly Paper

Purchased from Graydon.

Fly Killing

Is easily and quickly done with

Graydon's Ready Fly Killer.

G. H. GRAYDON,

Post . Office . Drug . Store

EDMONTON.

Wood for Sale!

In Cord or Stovewood lengths. Cheaper than you can cut it yourself. Orders attended to by leaving at Alf. Brown's Livery Stable.

46- ALF. BROWN, Prop.

As Fast as

the Royal Mail will travel The Diamond Jubilee number of the "GRAPHIC" will reach Edmonton. Look out for it.

Tennis Bats, Balls and Nets. Croquet Sets and Golf Clubs on hand,

G. H. L. Bossange

BOOKSELLER & STATIONER

AUCTION SALE

—OF—

Household Effects.

Having received instructions from Mr. Charles Sutter, Immigration Agent, I will offer for sale at the hour of 2 p. m. on

Saturday, July 10th, 1897,

At his residence, Edmonton, the following household Furniture:

Two Bedroom Suites, 1 Single bed, 1 Handsome Sideboard, 1 Dining Table, 1 Folding Lounge, 2 Rocking Chairs, Easy Chairs, Dining Room Chairs, Carpet, Curtains, Window Blinds, Parlor Heating Stove, No. 9 Cook Stove, combined wood and coal, Cooking Utensils, Washing Machine and Wringer, Baby Carriage, 100 fancy Flower Plants, and numerous other articles.

Terms Cash.

W. S. ROBERTSON, Auctioneer.

Sandy Lake Grove

SUMMER RESORT

Is now open to Pic-nicking, Boating and Camping Parties.

DIRECTIONS:

Follow trail along side of railway until you reach a signboard, about half mile from station, and signboards appear at intervals along the way.

Crockery & Glassware...

Just in time for the Jubilee, and what you want to complete your Spring purchases in Housefurnishings.

Tea Sets, Dinner Sets, Toilet Sets, Glass Sets, Syrup Jugs, Gilt Egg Cups, Wine Glasses, Sherry Glasses, Pepper and Salts, and eight different patterns on fancy Bohemian Cut Glass Lemonade Sets, Fancy Cups and Saucers, and five lines of Tea and Coffee Cups & Saucers in Colored, Plain and Gilt Finished China. Full line of Fruit Jars cheap.

..DON'T FORGET THE PLACE..

J. H. Morris & Co.'y

Telephone 40. See our Window. Free delivery.

EDMONTON BULLETIN.
(SEMI-WEEKLY.)
Printed Monday and Thursday evenings
Subscription $2 a year, in advance.
Transient advertisements: Five lines and under, three insertions and under $1, or 10 cents a line 1st insertion and 5 cents a line each week or part of week after.
Standing advertisement—50 cts a line for 3 months.
FRANK OLIVER, — PROPRIETOR.



## NOTICE.

A. H. Haines will be business manager of the BULLETIN during the absence of the proprietor. A. H. Haines and J. K. Macdonald have authority to receipt for accounts.

FRANK OLIVER,
Proprietor.

## SESSION NOTES.

OTTAWA, June 26, '97.

On Friday a bill to provide for a loan of $15,000,000 was put through the House in about 15 minutes, all parties consenting. The money will be employed as follows: $5,000,000 to take up floating loans; $7,000,000 for canal expenditure; $3,500,000 for the Crows Nest Pass railway; and the balance for railroad subsides which will accrue within the next two or three years—the rate of interest being limited to three and a half per cent.

The bill regarding the Crow's Nest Pass railway, containing the agreement as between the company and the government, was discussed at considerable length; particularly the clause relating to the transfer by the C. P. R. of 50,000 acres of coal lands, at present owned by the B. C. Southern Co., to the government. Hon. Messrs. Foster, Haggart and Wallace held that the provisions for the tranfer of this coal land were not absolute, and might be avoided by the British Columbia Southern Railway Co., not transferring their coal lands to the C. P. R. They wished to have the section amended so that it would be absolutely stated that if the 50,000 acres of coal lands were not transferred to the government the bonus of $11,000 per mile would not be paid. Hon. Mr. Blair assured the House that the bonus would not be paid unless this transfer took place; but, at the same time, he objected to altering the bill so that this would be perfectly clear. Hon. Clarke Wallace was speaking at 12 o'clock p. m. when the House rose. The discussion will be continued today or Monday.

The iron bounties were discussed during the afternoon. It is expected that the increase in the amount of the bounty to be paid will be about $117,000 for the year, the total amount being $233,500 per year. Hon. Mr. Foster and Mr. Bell wanted the restriction against the payment of bounty on iron exported removed; they claimed that it was necessary for the development of the iron industry that a bounty should be paid on all iron smelted, whether used in home manufacture, or for export. Hon. Mr. Fielding objected that the country would not stand the payment of a bounty on exported iron, which would really mean that the people of Canada would be paying to give cheap iron to the people of some other country; however, he would take the suggestions of Hon. Mr. Foster and Mr. Bell into consideration.

A vote of $100,000 is asked to provide new engines and cars for the Intercolonial, to be used on the extension into Montreal.

The $5,000 vote for a public building at St. Martins, N. B., was struck out on the motion of Hon. Mr. Tarte

On Thursday the new proposals of the government in regard to the extension of the Intercolonial to Montreal following on the refusal of the Senate to sacntion the original proposition, were placed before the House. They involve the treatment of the Drummond Counties railway on the ordinary basis of a subsidy of $3,200 per mile for the forty-two and a half miles necessary to complete the line, and the payment of rental to the Grand Trunk and the Drummond Counties railways for the use of their tracks for nine months, the amount being $157,000 at the same rate as the original proposition. This is put forward as an experiment, with the view of testing whether the extension of the Intercolonial to Montreal would be justified by the traffic.

Further subsidies were also brought in; $112,500 for aid to a bridge across the Ottawa River at Ottawa; and $25,600 for a bridge across the Ottawa, at Hawkesbury. in connection with the Northern railway. These sums are fifteen per cent. on the estimated total cost of the bridges.

The Senate is taking steps to appoint a commission of inquiry into the deal with the Drummond Counties railway company for the extension of the Intercolonial to Montreal; and also as to the appointment of Judge Prendergast, of Manitoba. It is possible that the bill making provision for the appointment of Judge Prendergast will be amended by the Senate by striking out the section relating to that appointment.

It is possible that prorogation will take place on Tuesday next. The principal items remaining for discussion are the completion of the Crow's Nest Pass railway scheme, the general railways subsidies—the extension of the Drummond Counties railway, and rental to the Intercolonial and the proposition to pay the province of Manitoba $300,000 out of receipts from the sales of school lands in that province. These are all important questions and will be debated at some length; but the leader of the opposition has agreed to try to bring the debates to a conclusion on Monday night.

## CROW'S NEST PASS RAILWAY.

### REDUCED RATES.

Subsection (d) and (e) provide for reductions on certain freights, both east and west. It is to be regretted that they not state in so many words the exact rates at which the commodities affected will be carried; because the value of the reduction can only be measured by comparison with the rates now existing, which are not generally understood, particularly as regards west-bound merchandise. The new rates will depend absolutely upon what the present rate is placed at. But the present rate is left indefinite, so that the ordinary person cannot tell where he is at in making a calculation. No doubt special cut rates, or rates as they stand after rebates being granted, will not be those from which the reductions will be made. It is just possible that in some cases when the calculation comes to be made. the reduction, while substantial on paper, will be very difficult to locate. However, I do not know but that we in Alberta would be glad to exchange the somewhat gauzy provisions regarding control by a railway commission for the application to our Kootenay trade of the definite cut of three cents a hundred on produce. But this cut does not apply to us in our trade with Kootenay, and should we avail ourselves of it on our east-bound freight I fear that a cut of three cents per hundred pounds from a present rate of 50 cents per hundred would hardly make the Montreal market profitable to us at present prices of wheat and oats.

The fact that a bargain is now being negotiated by the Manitoba government, under which, for a yearly payment of $100,000 a reduction of 10 cents per hundred pounds on east-bound grain, and a 25 per cent reduction on all west-bound freights is to be made, as against the three cents per hundred reduction on east-bound grain, and 10 per cent. reduction on some west-bound freight secured under this bargain, shows: First, that the present reduction is not sufficient to meet the requirements of the case, or a further payment of $100,000 a year would not be proposed by the parties chiefly interested in this reduction to secure the further one; second, that if a 10 cent per hundred and a 25 per cent. reduction can be secured for a payment of $100,000 a year; in so far as the aid to the Crow's Nest Pass road is repaid by the three cent reduction, the money is simply being thrown away. We are absolutely not receiving one cent of value for those reductions, for the money has to be paid over again to secure a reduction that will be adequate, and which will cover the one now made. The project to buy relief from high freight rates for Manitoba by a bonus to a railway through the Crow's Nest Pass is far-fetched, and therefore must be dearly bought. It is by control of the only Canadian line from Winnipeg to the lakes that the Canadian Pacific Railway is able to keep its hand on the throat of Manitoba and the west. It is on this section that Canadian Pacific Railway monopoly can be broken most cheaply and completely for the benefit of both eastern and western Canada. This is how less money will do more work there in relief from high rates than in the Crow's Nest Pass.

### THE REAL ISSUE.

But I do not wish to minimize the reductions, such as they are or may be. There is plenty of room for them, and they are badly needed, whether big or little. It must be plain, however, that what ever they are, they are not more valuable than the ownership of the Crow's Nest Pass Railway, and what that ownership implies, or they would not have been conceded for that ownership. Stripped of unnecessary words, the issue in this matter was not whether Kootenay should be further opened up by Canadian railwas, but whether, when Kootenay was opened up it should mean the strengthening or breaking of the monopoly of the Canadian Pacific Railway in Western Canada. It was to break this monopoly that the people of Canada were willing to build the Crow's Nest Pass Railway. While this railway is most desirable as a local line, it has not been advocated as such, and that was no reason for the hot newspaper controversy regarding it. The controversy was waged on the question of monopoly; and the freight rate and other concessions is the price which the Canadian Pacific Railway is willing to pay for the continuance and more firm establishment of their monopoly of Western Canadian transportation. The feeling throughout the Northwest is, that the people are working their farms and conducting their respective businesses on shares with the Canadian Pacific Railway, and that the company is getting the lion's share. It costs one bushel of grain to send another to market over the lines of the company. The rates are based simply on what the company are pleased to consider the traffic will bear, and their estimate is generally pitched pretty high. If people could see any probability of relief from these conditions, they would work hopefully; but, under the policy of the late government, which at first, by legislative enactment, and afterwards by differential treatment, actually bebarred railway competition, there was no hope, and the natural result has been the slow progress that has been so much complained of.

### PARTNERS IN MONOPOLY.

Taking the reduced rates and other concessions for what they are claimed to be worth, they do not sufficiently meet the case as it exists in the necessity for lower freight rates, while the agreement regarding them makes the new government a party to the continuance of the monopoly established by their predecessors. The chance of further reductions is shut out, as far as it can be shut out, by the fact that the government, on the one hand, has decided against a policy of railway competition in the west, either by aiding competing lines or by government construction, and, on the other hand, having paid three and a half millions of dollars to get certain reductions of freight rates, they will be bound to argue that the reductions secured are sufficient. The Canadian Pacific Railway will use their success in this case as a precedent for demanding further bonuses when the demand for further reduction becomes so pressing that it must be conceded. Under this arrangement, the Northwest settler is to be the decoy of the Canadian Pacific Railway; that company is to squeeze him until he squeals loud enough to compel the government to come to his assistance, and then the Canadian Pacific Railway will demand the price of relaxing the freight-rate screw, either in the purchase of its lands or in aid to additional branches to still further strengthen its monopoly. Is it to be expected that the Northwest will prosper under such a policy, or that the trade of Eastern Canada will expand by reason of the progress of the west under such circumstances, or that a spirit of thankfulness does not diffuse itself, like a broad and happy smile over the face of the Northwest because of this bargain? The people of the west will, I believe, when they understand the position, object to being placed in it. They do not wish to stand before the people of Canada, everlastingly clamouring against existing conditions, which require the payment of government money to relieve them from. When it is only the action of the government in insisting on the maintenance of monopoly, and in paying government money to secure that monopoly that makes the conditions as they are and perpetuates them.

### THE BETTER POLICY.

There is no doubt that, had a policy of competition in railway transportation been adopted by the government, either by the encouragement of the introduction of other railway systems under like or more favorable restrictions than have been agreed to by the Canadian Pacific Railway, or by the construction of the line as a government work, there would have been a much greater immediate reduction of rates than that now promised, and reasonable grounds to hope that they would be followed by further reductions, as circumstances required, without further cost to the Canadian people. The fact that the government had thereby announced that it was against monopoly, would have inspired the confidence both of capital and labor throughout and in respect of the Northwest, and substantial progress according to the conditions of the country would have followed.

### COMPARATIVE COST AND PROFIT OF GOVERNMENT AND COMPANY OWNERSHIP.

As to the cost of government ownership and control, the present arrangement will cost the country $3,500,000. Absolute government ownership would have cost, say, as much more, or $7,000,000 in all. But will the present arrangement only cost the country $3,500,000? The Canadian Pacific Railway will have to borrow the balance of the money required to build the line; there is no doubt that a bond issue of $30,000 a mile will be allowed, and the bonds will be sold. That is to say, the road will have a bonded debt of nearly $10,000,000 on the 330 miles. Who will pay the interest on this debt? It must be paid, if at all, out of the earnings from the traffic on this or some other part of the Canadian Pacific Railway system. In other words, the people of Canada will have to pay the interest on the $10,000,000 just as surely as they will have to pay it on the $3,500,000. To put it in another way: Under absolute government ownership and control, with rates at bare cost of hauling, the people of Canada would have to pay 3 per cent. interest on $7,000,000, whereas under the present arrangement, with no assurance of anything like as low rates, they will have to pay interest on $13,500,000.

The objection to government control of railways seems only to apply to the region west of Lake Superior. Only the other day the House agreed by a huge majority to provide interest on a capital sum of $7,000,000 to secure merely running rights for the Intercolonial over the lines of other roads to Montreal. Although other lines existed which gave direct connection they were not satisfied; they

[Continued on third page.]

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## CROW'S NEST PASS RAILWAY.

(Continued from Second Page.)

must have absolute rights for the government railway, or a profitable business could not be done. No one will pretend that the expenditure of $7,000,000 on the extension of the Intercolonial will be as profitable a business undertaking as would the operation by government of the railway through the Crow's Nest Pass, and yet the money was voted ungrudgingly. Then why should it be grudged to be used for a purpose universally acknowledged to be of prime necessity, to have an assurance of ten times the profit, and which at the same time would have absolutely relieved a great part, and measurably relieved the whole, of the west from the monopoly which at present enslaves industry and paralyses enterprise throughout its length and breadth.

Government construction would have secured the active competition of four great trunk lines of railway between Eastern Canada and Kootenay; that is: The Canadian Pacific, the Great Northern, the Northern Pacific, and the Chicago, Burlington and Quincey, all running in connection with the navigation of the lakes, and the three latter with the Grand Trunk railway as well. It would have measured the lowest possible local rates, both between the Northwest and Kootenay and between the coal and silver mines of Kootenay; and if it argued that the interests of Winnipeg and of Manitoba in the trade of Kootenay would have been ignored by that arrangement, so they are by the present one, as well as they were by the construction of the Soo line of the Canadian Pacific Railway. But a break would have been made in the rule of railway monopoly in the west, which would have been in the interest of Manitoba as well as of British Columbia, and the country would not have to pay interest, directly or indirectly, on nearly as many millions of dollars; and all this without the necessity of operating the road for a single instant. Government ownership does not involve government operation, but it does involve absolute and unquestioned control of rates down to the bare cost of travel, which is what the whole of this country stands most in need of.

If it is going to be neccessary to buy each reduction of freight rates to the west at the price paid for those now secured, before the rates are brought down to the level that the progress of the west and the profit of the east demands, it would be cheaper to parallel the Canadian Pacific Railway from Vancouver to Fort William with a government line.

### RELIEF POSSIBLE BY WAY OF RAINY RIVER RAILWAY.

But that would not be necessary. A government line from Winnipeg to Fort William, over the Rainy River route would open up new and valuable country, and would give access at the lowest possible rates from Eastern Canada to the Northwest, and from the Northwest to the ports and markets of the east.

I fervently hope that no deal will be made regarding the opening of the Rainy River district that will close that route against effective competition, as has been done in this case, as far as this agreement shows upon its face. To have a government railway over that route between Winnipeg and Port Arthur is the only remaining hope of the west of relief from railway monopoly through Canadian territory.

Once the prairies are reached the railway question is nearly solved. It is the cost of construction from the prairies to the lakes on the east and the ocean on the west that makes monopoly in the Northwest possible. The western outlet is now stopped by the bargain under discussion. It is to be hoped for the sake of Eastern Canada that the eastern one will not; for it only means that if relief be not granted through Canadian territory and to a Canadian port, it will come through United States territory and to a United States port, for their must be relief.

### RUNNING RIGHTS.

Subsection "d" provides for running powers being granted other railways over the Crow's Nest Pass line. While this is a desirable provision, it does not appear that it should figure as value for any part of the money paid in respect of the railway; for the concluding sentence of the same section distinctly intimates that the right to grant running powers to other railways already existed. Such a provision has been inserted in all, or nearly all, the railway charters granted this session without consideration. It does not appear that this provision is of much greater value in preventing monopoly than clause "c" is to secure a general reduction of rates. The value of the privilege of using the track through the pass depends upon the terms upon which it can be secured. It must be clear that another company paying for the use of the tracks of the Canadian Pacific Railway must be in a very much less favorable position for giving low freight rate than the Canadian Pacific Railway, which having been presented with a great part of the cost of the road by the government may levy interest on the balance of the cost from the company intending to compete with them for the trade of the district; if not indeed on the whole cost; and not alone on the whole cost, but on the whole bonded debt, for all the resolution provides to the contrary.

The fact that there is no direct connection through to the coast by that line makes competition more difficult, or indeed makes effective competition impossible under the present arrangement; and the proposition to place the 200 miles of road from Robson under separate control, and with different arrangements, destroys the possibility of effective competition for all time, as far as it can be destroyed.

Had the government constructed the road, running power might have been granted to all railroad companies desiring to compete for the trade at rates absolutely fixed from time to time by the government; we would then have had what we are now paying for without getting a guarantee of active competition and an assurance of living rates for the public. Certainly it would not have been as profitable for the Canadian Pacific Railway, but I am not aware that this country owes that company anything. The country has carried out to the full every agreement made with the company: has discharged all its obligations and is entitled to a clear receipt; while the promises made on behalf of the company, whose enlightened self-interest was to be a sufficient guarantee that the interests of the Territories were safe in the railway company's hands, have utterly failed to materialize. Hard facts have proven that the interests of the Canadian Pacific railway and of the country are not identical.

### THE COAL AND TIMBER DEAL.

Under sections (h) and (i), regarding control of certain coal and timber lands, the government stands somewhat in the position of a landlord, one of whose tenants holding a perpetual lease had allowed himself to be swindled out of a large part of his most valuable property, and the landlord instead of compelling the return of the property, as he was able to do under the rights which he held, compromises with the thieves and accepts a small fraction of the plunder, thereby becoming a party to the steal of what is in a sense his own property. If the absolute government ownership of 50,000 acres of the coal lands of British Columbia is a necessity for the public welfare, it proves the iniquity of the transaction which irrevocably passes hundreds of thousands of acres into the hands of a single corporation. We are indeed at a low stage if we can only compromise on these terms in regard to the ownership of stupendous values of public property and vast areas of the public domain.

### THE GENERAL QUESTION.

If we admit that the monopoly of the Canadian Pacific Railway is an injury to the west, and, therefore, to the east—and certainly the leaders of the party now in power have educated the people for many years to believe that—it is the duty of the government to fight that monopoly, not to fatten it.

The country gives $3,600,000 and gets the use of 330 miles of railway practically on the company's terms. The company gives certain slight reductions in certain freight rates—greater reductions than which could have been secured from less money in other ways—and gets a further and more complete assurance of monopoly throughout the great Canadian west.

It would pay Canada well to give three millions, or ten millions, to free the west from railway monopoly; but it does not pay Canada to give a fraction of the three and a half millions to entrench that monopoly more securely than ever by enabling it to close the only southern gateway through the Rocky Mountains from effective competition for all time.

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## NOTICE!

LAND TITLES ACT 1894.

DOMINION BUILDING & LOAN ASSOCIATION VS. MATHESON.

Notice is hereby given pursuant to the order of the Honorable Mr. Justice Rouleau, made herein on the 23rd day of June, 1897. that the following lands and premises are offered for sale, viz.: Lots numbered 16, 17 and 18, all in Block 4, as the same is shown upon a plan of River Lot 10 of the Settlement of Edmonton, recorded in the Land Titles Office for the North Alberta Land Registration District as Plan "A."

And take further notice that Wednesday, the 25th day of August, 1897, is the date fixed by the said order upon or after which the mortgagees may make application for and obtain an absolute order for foreclosure of all the estate, right, title, interest and equity of redemption of the mortgagor of, in and to the said lands and premises, pursuant to the provisions of the said The Land Titles Act, 1894.

Dated at Edmonton this 28th day of June, A. D. 1897.

BECK & EMERY,
Advocates for the Dominion Building & Loan Association, the Mortgagees.

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## NOTICE.

LAND TITLES ACT 1894.

DOMINION BUILDING & LOAN ASSOCIATION VS. SOMERS.

Notice is hereby given, pursuant to the order of the Honorable Mr. Justice Rouleau, made herein on the 23rd day of June, 1897, that the following lands and premises are offered for sale, viz.: Lot number 30 in Block 1, as the same is shown upon a plan of River Lot 10, of the Edmonton Settlement, recorded in the Land Titles Office for the North Alberta Land Registration District as Plan "A."

And take further notice that Wednesday, the 25th day of August, 1897, is the date fixed by said order upon or after which the mortgagees may make application for and obtain an absolute order for foreclosure of all the estate, right, title and interest and equity of redemption of the mortgagor of, in and to the said lands and premises, pursuant to the provisions of the said The Land Titles Act, 1894.

Dated at Edmonton this 28th day of June, A. D. 1897.

BECK & EMERY,
Advocates for the Dominion Building & Loan Association, the Mortgagees.

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## NOTICE!

LAND TITLES ACT, 1894.

ROSS VS. HOWARD.

Notice is hereby given, pursuant to the order of the Honorable Mr. Justice Rouleau, made herein on the 23rd day of June, 1897, that the following lands and premises are offered for sale, viz.: The Northeast Quarter of Section 22, Township 52, Range 24, west of the Fourth Meridian.

And take further notice that Wednesday, the 25th day of August, 1897, is the date fixed by the said order, upon or after which the mortgagees may make application for and obtain an absolute order for foreclosure of all the estate, right, title, interest and equity of redemption of the mortgagor of, in and to the said lands and premises, pursuant to the provisions of the said The Land Titles Act, 1894.

Dated at Edmonton this 28th day of June, A. D. 1897.

BECK & EMERY,
Advocates for Frederick Ross,
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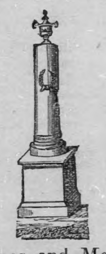

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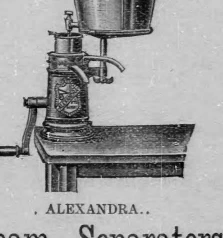

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### HOTEL ARRIVALS.

Queen's—John T. Thorne, Wetaskiwin; Alex. McDonald, Golden, B. C.; Lean Moret, Jas. Graham, W. Martin, Const. Ferguson, Chas. Davis, W. Blyth, Fort Saskatchewan; Dan Carey, Peace River; Geo. Bull, Sturgeon.

Alberta—W. W. Watt, Winnipeg; A. B. McCleneghan, Calgary; W. S. Rough, Toronto; Mr. Grundy, F. Fane, Mrs. Fane and family, Beaver Lake; R. H. Climie, Hamilton; J. W. Shera, Fort Saskatchewan; Adolph Lamoureaux, Creuzot, L. Dorais, S. S. Northwest; Jas. Shannon, Wm. McBeath, Prince Albert; R. Hebert, Dan Carey, Vermillion.

Jasper—P. B. Cunliffe, G. W. Ross, A. M. Watt, Jas. Graham, Thos. Henley, Adolph Lamoureaux, Fort Saskatchewan; Arthur E. Malstrom, Poplar Lake; P. Bolan, T. Allison, Manawan; A. Logan, Beaver Lake; Geo. Verey, S. S. Northwest; Alex. McKenzie, Joseph St. Germain, Max. Poitreis, H. Burbank, Peace River.

### THE MARKET SITE.

A special meeting of the council was held on Saturday to finally decide the matter of the market site. All of the councillors and N. D. Beck, Q. C., town solicitor, were present.

Before the main object of the meeting was entered into some regular council business was attended to and a report from the sinking fund trustees was read. The trustees recommended payment of $7 to Messrs. Beck & Emery in full of their account in connection with school debentures purchased by the sinking fund trustees, and $100 to A. G. Randall in full of his account as clerk for the said trustees for three years. On motion of Councillors Hourston—Gariepy the report was adopted and the accounts ordered to be paid.

Mayor McDougall then explained that the principal object of the meeting was to discuss the matter of the market site, saying: "I have seen Mr. Beck, our solicitor, and asked him to be present to give any information or advice that the council may wish to have. As the matter now stands the town has a right of way through the property in question."

Coun. Fraser: What is the size of this piece of land (Block X)?

Mayor McDougall: About 3⅛ acres.

Coun. Fraser: Then the amount which is asked for this 3⅛ acres is $5,000, but Mr. Heiminck stated that he would accept $4,000 from the town and get $1,000 by private subscription?

Mayor McDougall: Yes. That was his proposition to the council.

Coun. Fraser: That would still leave the town paying over $1,000 an acre. My opinion is that it is entirely too much for the land and that it is not in a convenient place, anyway.

Coun. Gariepy: I think we should make an offer to Mr Heiminck.

Mayor McDougall: What we must consider is this, whether in the present state of the town it is advisable to go into the deal. I cannot agree with Coun. Fraser that the site selected is an unsuitable one. The matter of a market has been before the council a long time and some decision should be arrived at. Perhaps Mr. Beck might explain about the condition of the suit and title.

Mr. Beck: As the matter now stands the town has a right of way across Block X, as, on the appeal by Heiminck to Regina, two judges were of the opinion that there was a trail and two were of the opinion that there was not a trail, hence the decision of the trial judge stood. I might say that, technically speaking, the decision that the town had a right of way applied only to that portion of the land immediately in dispute, namely, the portion fronting on the Main street and lying between Morris & Co's and Sutter & Dunlop's old store. If the present decision is not appealed and the town use the trail they would of necessity trespass on portions of lots owned by other parties who in turn might object as Mr. Heiminck has done. However, in the face of the present decision it is altogether unlikely that they would bring a suit which would practically be a repetition of the one already decided against them in a case exactly identical. As to the financial matter I think that it can be arranged if you get the deal through in time to go on the 1896 assessment roll as there will be a sufficient surplus on hand. The money for the purchase of the proposed market site would, however, have to be raised with the consent of the ratepayers. That is, the town could only make the deal subject to the ratification of the people. If the deal is put through at once it would be in time to go on the proposed assessment roll. Mr. Heiminck has sixty days from the delivery of the judgment, some time about the 11th of June, in which to decide whether he will appeal or not. Nearly a month yet.

Mayor McDougall: Mr. Beck, do you think it advisable to lay the matter over until the suit is settled.

Mr. Beck: Personally speaking, I do.

Mayor McDougall: If we buy the property the suit of course would be finally settled?

Mr. Beck: Well yes, naturally.

Coun. Fraser: I would rather take chances on the appeal than pay such a price to prevent it; and for such a piece of property too.

Mayor McDougall: That judgment stating that the town owns a right of way through the land, naturally lessens its value considerably. It is not a question of buying to prevent an appeal. Our solicitors have won the case for us twice and I have no doubt they can do so again if necessary. Still the question is whether it would be better to buy now or wait until the law suit is off the slate altogether. The property is no more valuable now than it was five years ago so we have lost nothing by the delay so far.

Coun. Jackson: The way it is now Mr. Heiminck is trying to sell the town that road way 66 feet wide and the whole length of the block, when by the judgment the town already owns the road way.

Coun. Gallagher: And the town might have two or three more law suits before the title is settled.

Coun. Fraser: Yes, and I am in favor of having nothing to do with it.

Mayor McDougall: Well it is for you to decide whether it is advisable to purchase the land before or wait until the suit is finally settled. Mr. Heiminck offered to take $4,000 from the town and $1,000 from the public by subscription as soon as he can get it subscribed. This price is, of course, only for block X and does not include that portion of land lying south of it on the high bank.

Mr. Heiminck: I already have the amount subscribed, except about $50, and I have no doubt Mr. Fraser will put up that. (Laughter).

Coun McLeod: (To Mr. Heiminck) If we buy this land will you give us a free right of way to the bridge when it is built?

Mr. Heiminck: Yes. If you will locate it now, we will.

Coun. Fraser: The bridge may not be built on David McDougall's land.

Coun. Gariepy, seconded by Coun. Gallagher, then made the following motion:

That the following offer be made to Mr. Heiminck in his individual capacity and as agent for David McDougall: He will transfer to the town free of all incumbrances, and including all buildings, Block X and the unnumbered lot between Cameron's store and Sutter & Dunlop's store, together with the additional property to the south (including the roadway) to make the whole a rectangular piece of land as shown on plan before the council, together with the strips of land, about 25 feet wide south of the top of the high bank south of Cameron's old store to the river; together also with a free right of way to the ferry and to the proposed bridge site across the portion of Block 8 below the high bank. The suit of Heiminck vs. the town not to be appealed and Heiminck's liability for costs therein to stand. Provided, as to the road to the bridge site that the site is located within twelve months. The whole for $5,100.

If accepted this is to be embodied in an agreement to be subject on the town's part to ratification by the ratepayers.

Coun. Fraser, seconded by Coun. Jackson, moved in amendment: That the matter of the purchase of a market site be laid over until settlement of litigation between Heiminck and the town.

The motion of Coun. Gariepy and Gallagher was put and carried, the mayor and all councillors except Councillors Fraser and Jackson, voting for. The amendment was put and lost only the mover and seconder voting in its favor.

The meeting then adjourned.

### MR. SIFTON ON GALICIAN IMMIGRATION.

During his brief visit to Winnipeg the Hon. Clifford Sifton was interviewed by a reporter of the Winnipeg Tribune to whom he imparted the following information as to the departments' policy on several subjects of particular interest to the west.

Regarding Galician immigration, the minister of the interior said that those who had an opportunity of observing the Galicians on their locations were all of the opinion that they were going to make good settlers. The government was ready to receive as many as would come.

Regarding other emigration from the Old country Mr. Sifton said that owing to the persistent representation in Britain of Canada as a land of ice and snow, emigration has been chiefly going to Australasia and South Africa, and it is now the endeavor of the department to counteract the effect of such literature. Asked about the Mounted Police Mr. Sifton said nothing would be done till the Premier returned but the intention was to cut it down to 500 men.

### WETASKIWIN.

There were but few gaps in the gala show of flags on Dominion day. Our settlers from U. S. A. were not behind hand, but it is curious to note how many of them were raised in Canada so that it is a return to their first love with nearly all from over the line. Like the buffalo they have circulated following good pasture and leaving the drought.

On Dominion eve the school children had their closing exercises, a feast and a fireworks festival at 9 p. m. with a balloon ascension, the first event of kind in the town. The children were addressed by the teacher Mr. Snowden, Rev. C. H. Andras, who spoke of honor and self control as making the best men; Rev. Mr. Woods of Kingston who emphasized perseverance and industry by the example of thousands of mosquitoes then worrying the assembly and lastly by Mr. Gibbs, always an interesting speaker and full of anecdote and points of wit. The children sang several solos and gave recitations and united in three patriotic choruses accompanied on the organ by Mr. Andras. Some visitors arrived from a distance of 20 miles. A little more interest taken by the parents in the school would not have been amiss. Mrs. Walker and Mrs. Foster were the only representatives of that class. We are sorry to learn that the teacher is leaving for the east to pursue his studies at Kingston where he has already distinguished himself. There is at present a considerable increase in the numbers attending, and the teachers knowledge of German has been of great use to the school, so many German children attending.

The patrons of the creamery are increasing and already 200 pounds of butter per day are turned out.

Summer showers have again come opportunely and the prairie is smiling with rich verdure and the crops are looking well.

### STONY PLAIN.

We take the liberty of complimenting the Edmonton foot ball club on the friendly and courteous treatment they accorded to the visiting team at the jubilee celebration. It is the usual thing for the home team to pay some little attention to the visitors. It is the universal custom to provide them with complimentary tickets and it is their right to select the referee. Originality however seems the strong point in Edmonton's club, for they permitted the visitors to discover the place of play, to pay their way into the grounds, and lest the visitors should find difficulty in providing a referee they did so in the person of the secretary of their club. This was indeed kind and wise for the referee's knowledge of the game was truly marvellous and his decisions proved him to be a Daniel come to judgment. Edmonton is to be envied in having a club so well officered, two captains and two secretary's, and so courtevously conducted. We might warn the club, however, that this treatment is very likely to become tiresome and they need not feel hurt if other clubs in the future fail to recognize their existence.

The married men of the Plain have determined to redeem the indecisive victory of the young fellows in Edmonton. They intend to commence the campaign in a couple of weeks by giving the single men a vivid lesson of how real exponents of the noble game should play it.

The crops in this district are very promising, wheat in some places is already shot out and the oats and barley crops are coming along rapidly. The showers during the past few days have been of much benefit.

Roadwork under the supervision of Samuel Eccles will be commenced about the twelth.

Zigler McPherson and others are about to purchase a threshing outfit. Enterprises such as this deserve success.

Our school closed to-day for the summer vacation.

All our farmers are very busy breaking prairie. From appearances next year will see a very large acreage under cultivation. The appearance of the plain has been vastly improved by the erection of many modern fences. Soon the traveller will be forced to follow exclusively the surveyed lines.

Rev. Mr. Eberhart who is spending his vacation on a trip through the States is expected home in a couple of weeks.

Messrs, McPhee and M. Dairmid are getting out timber along the river. The former gentlemen says the cranberry crop looks promising.

Mr. Napoleon Sayne who has been ill with rheumatism is again able to be around.

Mr. J. L. McDonald's old enemy the asthma, has confined him to the house for the past few weeks.

June 30th, '97.

### ALBERTA EXPORTS.

The following is a list of the shipments in car lots on the Edmonton branch of the C. & E. railway, during the month of June 1897.

3 cars oats to Sandon.
1 car flour and wheat to Vancouver.
2 cars wheat to Vancouver.
1 car oats to Vancouver.
4 cars wheat to Westminster.
1 car oats to Trail.
1 car oats to Roseberry.
2 cars oats to Rossland.
1 car hogs to Nelson.
1 car oats to Nelson.
1 car cattle to Nelson.
1 car hay to Arrowhead.
2 cars hay to Banff.
1 car wheat to Enderby.
1 car oats to Anthracite.
1 car grain to Calgary.
1 car hay to Calgary.
1 car hogs to Calgary.
1 car coal to Calgary.

The following went out in way cars during June.

Butter and eggs 46,010 pounds.
Cheese 4,470 pounds.
Hides and fur 2,550 pounds.
Vegetables 860 pounds.
Millstuff 2,230 pounds.
Rolled oats 2,800 pounds.
Meats 5,700 pounds.
Empty barrels and kegs 3,210 pounds.

### MARKET REPORT.

| | |
|---|---|
| Eggs, per dozen, | 10c |
| Butter, fresh, | 15c |
| Potatoes, per bushel, | 20c |
| Oats, | 20c and 25c |
| Beef, live, per lb., | 3c and 3½c |
| Beef, dressed, | 5c and 6c |
| Hogs, live, | 3c and 4c |
| Hogs, dressed, | 4½c and 5c |
| Mutton, live, | 3c and 3½c |
| Mutton, dressed, | 6½c |
| Hay, | $3.00 and $4.00 |


## For Sale, Cheap.

A Sohmer & Co. (New York) Piano. One Ladies' English Side Saddle.

Apply at BULLETIN Office.

LOST.
One bay two-year-old colt, two hind and off front leg white. A reward of $5.00 will be paid on the delivery of the horse to Al. Brown or to
68-73 C. WHITFORD.

ESTRAY.
Came to the premises of the undersigned, Stony Plain, about two months ago, one black and one spotted red and white steer, two years old, no brand. Owner is requested to pay charges and take away.
GOTTFRIED DUCHOLKE,
66-71 Stony Plain P.O

TEACHER WANTED.
At once for country school. Applicant must state qualifications and salary wanted. Apply to
66-71 JOHN GREEN, Lacombe P. O.

ESTRAY.
One brown and one bay heavy draft horse, both branded O—O on nigh shoulder. Brought from Calgary. One bay horse branded HB on nigh shoulder. One brown horse, heavy draft, branded J. P. on nigh shoulder. Ten dollars reward will be given for their recovery on delivery to
66-8 JOHN GRAHAM, Clover Bar.

ESTRAY.
Came to my premises, Sec. 12, Tp. 54, Rg. 25, on June 24th, one sorrel horse, white spot on forehead, no brand, bridle, halter and rope on. Also red and white yearling steer, no brand. Owner will please pay charges and take away.
70-75 F. S. MITCHELL, Edmonton.

LOST. $10.00 REWARD.
From Edmonton on or about 1st May: One bay horse branded Z on left shoulder and hip, white face, two white hind feet, small scar on back, weight about 1,300 pounds.

One light chestnut mare, branded U/52 on left shoulder, white face, four white feet, weight about 1200 pounds: with one yearling colt, no brand; dark bay, with four white feet, white star on forehead and nose.

Anyone delivering above animals at Hudson's Bay Coy.'s store will receive above reward.
69-76 F. G. TAYLOR.

WANTED.
Information as to the whereabouts of Leo L. Brosseau, aged 18 years, about 6 feet high, darkish hair, grey eyes, who left Edmonton on April 5th, 1896, and went to Montana where he was working on a sheep ranch owned by John Ross at Stanford. Anyone knowing of his whereabouts will confer a great favor on his parents by informing them at once.
FRANK BROSSEAU,
68 St. Albert P. O., Alberta, N. W. T.

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R. RITCHIE, Manager.

## COAL :-: COAL

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$1.75 per ton, cash on delivery.

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## There is no use

putting it off any longer as there will be nothing gained by it. If you need any goods of any description now is the time to buy them, and the only question to consider is, where are you going to buy them, where can you do the best and be sure of getting the best value for your money. . . .

This is both a wise and important matter to consider whether times are good or bad. In the opinion of a large number of the most prosperous people in the country, who are the shrewdest and most careful of buyers, McDOUGALL'S is the place the year round, in any kind of times, and no matter what is the size of your purse. No purchasers too small or none too large. One and all receive the very best of values, and they all come back for more.

The stock is now large and complete in all lines.

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G. T. BRAGG, Sec. K. A. McLEOD, W. M.

I. O. O. F. Friendship Lodge, No. 7, meets every Wednesday in the Masonic Hall at 8 p. m. Visiting brethren cordially invited. Officers—J. C. F. Bown, N. G.; A. Brown, Sec.; T. Hourston, Treasurer.

A. O. U. W. Lodge No. 23 meets in the Masonic hall on the second and fourth Friday in each month at 8 p.m. Visiting brethren cordially invited
T. Bellamy, W. M. R. W. Howey, Rec.

I. O. F. Court Edmonton, No. 1346, Independent Order of Foresters, meets fourth Friday in each month at 8 p. m. in Masonic hall. Visiting brethren cordially invited.
E. Grierson, C. R. J. Lubbock, R. S.

A. O. F. Court Beaver House, No. 7866, meets third Tuesday in each month at 8 p.m. in the Hourston's hall. Visiting brethren cordially invited.
W. B. Stennett, C. R. J. W. Kelly, Sec.

I. O. G. T.—Lochlomond Lodge No. 111 of the Independant Order of Good Templars. Meetings every Tuesday at 8 p. m. in Good Templars' Hall (old Methodist church.)
Rev. C. B. Freeman, C. T. Ida L. Trimble, Sec

R. A. M. North Star Chapter. Regular meeting second Tuesday in each month in Masonic hall at 7.30 p. m. Visiting brethern cordially invited.
T. Hourston, Scribe E. H. C. Taylor, Z.

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PUMPS.—Tasteless Tamarac Pipe, 25cts. a foot. Cylinder, $3.00. Head, $7.00. Placed and in working order.
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